

Port Arthur, also have been captured by the Japanese.

Viewed in light of the latest information received from Shanghai, which is trustworthy, this "news" which was published in the *China Mail* on the 29th ultimo can only be regarded as a serious reflection upon the novel methods of carrying on modern warfare which seem so congenial to the upstart nation that has undertaken the serious responsibility of disturbing the peace of the Orient without the ghost of a legitimate excuse for her hasty and ill-considered action, the ultimate results of which may, and probably will, be far more disastrous to Japan, her allies, and her protégé Korea than can at the present time be estimated.

That the Japanese have not got near Port Arthur and that their fleet was crippled in the battle off the Yalu we now know, and it is also a fact that unless they travel to Peking by electricity they cannot possibly be in the city by the 10th of November. The date fixed by the Navy Bureau for the completion of the invasion and subsequent reformation of the colonial empire of Far East.

THE EFFECT OF THE WAR ON CHINESE POLITICS.

MR. A. R. COLQUHOUN INTERVIEWED.

A representative of Reuters Agency recently had an interview with Mr. A. R. Colquhoun, who on "offices and travels in the Far East" is a Government official, diplomatist, and special correspondent who has an especial knowledge, enabling him to speak with authority on the position of affairs arising out of the present war. Asked for his views on the probable political outcome of the present situation, and its effect on the future of the Chinese dynasty, Mr. Colquhoun said:—"In anything I may say, I shall avoid prophecy, as China is possibly a country where the unexpected always happens, and will content myself with merely expressing an opinion on the main factors which determine this problem. However the present struggle may end, the consequences may be more serious and far-reaching than seem to be as yet realized. Especially to two European nations—Great Britain and Russia—they cannot fail to be of the greatest moment. It is not conceivable that Great Britain would ever allow the power of Russia to become paramount in the Far East (the Pacific seaboard) without a life and death struggle. Other European nations may also possibly become involved, and Korea, remote though it is, may yet prove even for them to be an apple of discord. It must not be overlooked that the United States also have a material interest in this question, through their commercial relations with China and Japan, which in 1892-93 amounted to no less than a grand total of 60,000,000 dollars. The interest of Great Britain and Russia are political, territorial, and commercial, while those of the United States are commercial only. Deeply interested from the political point of view as Great Britain and Russia are, the commercial states of England with China and Japan greatly overtops that of Russia, which for 1892 respectively 8,500,000 and 4,000,000 sterling. Russia is persistently pursuing her policy of strengthening her position on the Pacific seaboard. With that object in view, the construction of that great undertaking, the Siberian Railway, which is intended to be completed before 1908 (Ed.—*H.K. Telegraph*), is being rapidly advanced in face of enormous difficulties, both financial and physical. At present the objective of this project is to open a railway down the western coast of the Japan Sea, acquired by Russia in 1858, but events are marching rapidly; and who can tell that Russia may not succeed in obtaining a more southern port free from the terrible disadvantage of being ice-bound in winter, as the eastern terminus of her trans-Asian line? So far the Japanese arms by land and sea have been crowned by a success even more remarkable than that anticipated by the additions to both Japan and China. But the Chinese defeat, serious as it may have been, does not necessarily imply that all hope is lost to China. The war, however, protracted by the stubborn resistance of the Chinese, or ended by early peace, no matter how accomplished, may quite possibly lead to a vast upheaval in China which would overthrow the Manchu Dynasty (an alien one, he remembers), and plunge the whole country into most terrible disorder—a prey to various factions. This seems not an improbable result, considering the condition of China, the absence of all real power of the central Government, the want of patriotic feeling, the official corruption; above all, the lack of rapid means of inter-communication and transit, the establishment of which would break down the great barrier of all real reform in China. The policy of Peking, in this respect, is the policy of Moukden, and of which, will probably take place before the winter sets in would shake the confidence of the Chinese people, and so increase their against the present dynasty for permitting defeat at the hands of the Japanese, that a social upheaval, with the overthrow of the Manchu power, would be quite possible. The position of the reigning family in China is particularly precarious. The Manchus are mere handful of strangers in the land, and have not been able to retain a hold on the country by placing their countrymen in positions of high authority, as all appointments are competitive, and the Chinese invariably win. Once the feeling of the Chinese is stirred up, the sweeping away of the dynasty would be almost instantaneous and automatic."

"The war," continued Mr. Colquhoun, "has made clear that while Japan has significantly profited by the lessons of the west, China has completely failed to do so; but it should be realized that the success of Japan is mainly due to her admirable national organization, her development of railways and iron and coal industries, but, above all, to the efficient leadership rendered easy by her having ready at hand hereditary chiefs, in the persons of her old-time aristocracy and powerful fighting clans. China, on the other hand, containing herself almost entirely with the mere purchase of western material, has altogether neglected the creation of a school of leaders fitted to train and command her raw material. The quality of that material is, in my opinion, much the same in both countries. In this connection, and considering also the immense natural resources of the country, who dare say whether a renaissance of China may not be accomplished under native, or, it may be foreign guidance? The absence of leaders has left China to rely entirely upon one man, Li Hung-chang—here, as elsewhere, a dangerous expedient. For some time past I felt the weight of years, and throughout his career had to encounter the most powerful opposition. What little has been done, however, towards the modernizing of China has been mainly accomplished by him, and the present seems hardly the time for us to kick the dead lion, more especially as it was only the other day he was being universally extolled as the 'Bismarck of China.' In conclusion, Mr. Colquhoun said, 'I am very glad to see that the British and the United States Governments are alive to the necessity of sending naval and military officers to the Far East to which the progress of events, as most valuable lessons may be learnt.'"

NAVAL JOTTINGS.

The British cruiser *Edouard*, 8 guns, 3,600 tons, Captain R. L. Croome, the latest addition to the China Squadron, arrived here this morning. Some idea of her great steaming power may be gathered from the fact that she completed the run up to Hongkong from Singapore in the teeth of a very strong north-east monsoon in a trifle under five days.

Orders were received at Chatham a month ago for the first-class cruiser *Thetis* to be immediately prepared for commission. It was expected that she would proceed to the China Station at an early date.

The French transport *Vinh-Long* left Tonkin on the 10th ultimo for Olan to embark the troops of the Foreign Legion. She was to proceed thence direct to Indo-China.

The *Nelson*, when she relieves the *Victor Emanuel* here, will also be the naval prison ship. At one time it was proposed to build the cells at Hongkong, and with that view the ship was to have been out of the dockyard hands some six weeks ago, but as this work was undertaken at Portsmouth, the date of completion was altered to October 11th.

A good many people have been puzzled that the names of most of the Chinese warships end with *yuen*. This word may mean thirty or forty different things, according as it is entered. Its probable meaning, in this instance, is "wall" or "battlement." Again, the characters for Admiral Ding's name and that of the *Ting-yuen*, his flagship, are quite different, though exactly alike to foreigners.

Minutism seems to be growing in favour for maritime purposes. France has a second-class torpedo-boat built entirely of that metal, and is partially constructing with it her 30-knot torpedo-boat, the *Forban*. And Germany, during the recent army manoeuvres, has been experimenting with an aluminium pontoon, which can be carried by three or four men.

A telegram was received at Portsmouth a month ago stating that it had been decided to further increase the number of British ships serving on the China Station, and directing that the first-class cruiser *Gibraltar*, now in the Fleet Reserve, shall be brought forward for commission. This will be the first foreign service of the *Gibraltar* apart from the Naval manoeuvres. She is to be ready for sea this month.

The death is announced of Admiral Arthur Miller, C.B., at his residence, Yarmouth Villas, West Brighton, at the age of eighty-two. He received the thanks of the Admiralty and Foreign Office for his services in the suppression of piracy on the China coast, and the approval of the Commander-in-Chief and the Admiralty for the way in which he had commanded the expedition up the Yang-tze-kiang to Nanjing. He also received the approval of the Admiralty and Foreign Office and promotion to the rank of captain (January, 1855), for the pursuit and the destruction of a large force of piratical junks off Pong-hoo.

The Central News learns that in addition to the manning by Royal Naval Reserve men of the vessels which are to be chartered for the conveyance of troops to and from India, the Admiralty have on foot a scheme for manning the armed cruisers on which they now pay an annual subsidy. At present the following vessels are in this category—*Esmeralda* and *Umbria*, of the Canada Line; *Himalaya*, *Australia*, *Victoria*, and *Arctica*, of the P. and O. Company; *Tenacity* and *Majestic*, of the White Star Line; *Empress of India*, *Empress of China*, and *Empress of Japan*, of the Canadian Pacific Railway Company. It is proposed to keep complete crews of these vessels from the Royal Naval Reserve, including both officers and men. It is the opinion of competent authorities that the Admiralty can expect to command the services of Royal Naval Reserve officers and men unless some further special retaining fee is paid, and it is assumed that such a suggestion will be made. It is understood that the officers and men whose employment is thus contemplated are to be regularly drilled in the special weapons with which the vessels on which they will serve are armed, this being arranged by the ordinary drill staff under the Naval Reserve Officer, in addition to the ships named above, there are ten other vessels belonging to the P. and O. Company, three belonging to the "White Star" Line, and two to the "Canada" Line, for which special, but not such complete, arrangements are to be made.

The French cruiser *Alger* arrived at Port Said on the 14th ultimo en route to China. The *Alger* is a second-class cruiser, built in 1889. She is 4,120 tons, 8,250 indicated h.p., with a maximum speed of 10.5 knots. She is armed with 4 16-cm. q.f. guns, 6 14-cm. do., 10 other q.f., and 10 machine guns, with 4 torpedo launching arrangements. She is about equivalent in speed, tonnage and armament to the British cruiser *Spurlock*.

The cruiser *Spurlock*, a sister-ship of the *Edouard*, is due at Singapore to-morrow en route to Hongkong. She is commanded by Captain L. W. Windeyer, and her complement of officers is as follows—Lieutenants, W. H. Baker-Baker, H. C. Scroggs, F. Mansel-Jones and C. W. G. Crawford; Staff Surgeon J. Acheson; Paymaster S. R. Wain; Staff-Engineer W. Sharp; Sub-Lieutenant H. F. P. Sinclair; Assistant Paymaster W. Bell; Engineer A. F. H. Stone; Assistant engineer F. Barter; Gunner W. G. Jones; Torpedo Gunner C. H. Boxer; Boatswain T. Allan; Carpenter T. E. Bantles. Her Majesty's twin-screw cruisers *Spurlock* and *Edgar*, after they arrive at their destination (Hongkong), will be placed at the disposal of Admiral Fremantle.

A FOOL AND HIS KNOWLEDGE!

"Twelve two-quart bottles! Six gallons among a score of men! How long will it take them to drink that lot, sir?"

"Twenty-eight—thirty," concluded the skipper, counting shark's-fin bundles. "Oh!—the attack! Six hours or so. Won't be a drop left to-morrow morning." The old man's leonine countenance crinkled into a thousand wrinkles at the mate's announcement. "That makes you sit up, don't it?"

Hinchcliffe was a *bon-a-fide* sailor, given to savage-banks and mariners' chuckles, and on the other hand, containing herself almost entirely with the mere purchase of western material, has altogether neglected the creation of a school of leaders fitted to train and command her raw material. The quality of that material is, in my opinion, much the same in both countries. In this connection, and considering also the immense natural resources of the country, who dare say whether a renaissance of China may not be accomplished under native, or, it may be foreign guidance? The absence of leaders has left China to rely entirely upon one man, Li Hung-chang—here, as elsewhere, a dangerous expedient. For some time past I felt the weight of years, and throughout his career had to encounter the most powerful opposition. What little has been done, however, towards the modernizing of China has been mainly accomplished by him, and the present seems hardly the time for us to kick the dead lion, more especially as it was only the other day he was being universally extolled as the 'Bismarck of China.' In conclusion, Mr. Colquhoun said, 'I am very glad to see that the British and the United States Governments are alive to the necessity of sending naval and military officers to the Far East to which the progress of events, as most valuable lessons may be learnt.'"

"On second thoughts," he said, "no! These chaps are harmless enough, if you know their ways; but you're a green hand among 'em, and the liquor's bound to set 'em clapper-clawin' before mornin'."

"The young fellow laughed. 'That's all right, captain! I'll keep out of mischief.'"

"You certainly will, this time, young man—'cause you won't get the chance of runnin' into it. Stay on board!"

Most men have an ultimate gesture. Spragg's was a shift of his hat, and the mate, seeing him box the compass now with his ancient Panama, knew that more words would be wasted. But Hinchcliffe's "green" was not of the soft variety. He looked at across at the spikes of roddy limestone, rising from slopes of forest margined only from the purple of the sea by the shining strip of coralline sand and the snowy line of surf. "Ashore I go this day the day," he said to himself. "If I live to swim for it. If the old man don't like it, he can do the other thing. I know how to bring him on with a round turn—as green as he be! I'm here!"

"Hinchcliffe! Where the Reelzebub is Mr. Hinchcliffe?"

Spragg's bull-voice brought an echo from the shore, and Slumpy Grogan, compendious second-mate and boatswain, bellowed in reply, "If he ain't at the ain't forward—ain't in the bloom'n' hooker!"

"That be blowed for a—!" Spragg broke off, walked to the taffrail, and looked over. The dingy was gone.

"The skipper's wrath was all the greater in that he gave it no words. For a minute or so he studied the deck-seams, then he sent his eye aloft, swept it slowly down the heavens, and fixed it in the south-east. Low down in that quarter a level bank of copper-coloured cloud was blackening; by contrast, the cabot of the sea beneath it, throwing also into the pellucid blue above a taint of hard and ominous green.

Spragg jerked his thumb towards the change. "What d'ye make of that, Grogan?"

"Hard from south-east, sir."

"Pho! I know that, man. How long, first, I mean?"

"We'll have it by sundown—if not sooner. And you'll know me, Cap'n Spragg—but this is a cursed ugly place to be in when it chaps to the eastward—'s it's safe to do!"

Spragg knew all that, too. And the *Romany Lass* was nearly full ship—aback, trepan, birds' nest, and sharks' fins. "Rot the young fool!" he broke out. "I s'pose I'll have to go after him. Get that quarter-boat over—sharp, now!"

And, lookee here, Grogan—while I'm away, leave her short to her anchor, get the hatches over, and see all snug to cut-and-run with the first of it."

Grogan cast a discontented eye after the lessening boat. "All d-d fine!" he growled; "but this makes us four hands short, out of nine. Lovely fix we'll be in if we get that dirt down on us before he comes off again."

Hinchcliffe—placated as a schoolboy to have got ashore unscathed—hailed the dingy up on the sand, found the track, and started for the village. But he hadn't done a quarter of the distance when, doubling suddenly round a rocky angle, he found himself face to face with something so little removed from beauty that—"good" young man as he was—he sought to go no further. The young lady, clad only in a bark-petticoat and innocence, might have been fourteen, looked like twenty, and was clearly not pure Malawaty. Her skin was a light-brown, her hair a lighter, and her laugh was a laugh of face-blossoming Pagan grin. A midday Malay she spoke, with here and there, as a *tour-de-force*, a word of quite intelligible English. With one of these he answered, when Hinchcliffe at last succeeded in making her understand a thing that puzzled him. She had a faint resemblance—which he couldn't place—to somebody he knew. "Fader!" the girl said, pointing to her face and waving her hand to seaward, and the man, comprehending, turned, just in time, as it happened, to see her father, for Spragg, in the act of doubling round the rock, bore in his rugged plaid the link to Hinchcliffe's disjointed recollection. And Spragg, himself, seeing that the other saw, lost nothing of his sullen anger for the knowledge.

"Aboard with you!" he growled. "We're off to-night, and 'twould have served you dam well right to've left you behind—'you sneakin' young hound!"

"Don't excite yourself, captain!" And Hinchcliffe—provokingly cool himself—pointed to the brown girl, staring at her angry parent. "I've got to say good-bye to—Miss Spragg, isn't it? Wonder what the other Miss Spragg would say?—at home in Singapore! And Mrs. S.!" Oh, what a sly old rooster it is!

The elder man stepped forward with a glare that made the dusky damsel draw back with quite a civilised squeak. But Hinchcliffe stood his ground—laughing.

"Don't be a fool old blowhard! I'm not one, at all events, and I know all about the little oracles you've been working on your owners! So, mind your helm, old cock!—If you don't want to be fixed up, when we get back, over that business—to say nothing of this!" He patted the girl on the shoulder. "Oh, he's off!"

"—He? Give us a kiss, my dear!—I must catch up with your worthy progenitor—unless I want to stay with you together."

Spragg, striding furiously down the darkening track, heard the other behind him—and made up his mind. In Hinchcliffe—as this new light showed him—was a danger that must be got rid of. The skipper stopped short, and waited till the mate came breathlessly up. Then calmly—almost pleasantly—said the elder man:—

"So, my lad—my daughter's a fine girl—'you see to this, captain!" said the astounded Hinchcliffe. "Pity we can't take her with us!"

"Ay!" and Spragg stepped nearer in the gathering gloom. "It's a pity, as you say. But then, you see, you can stay with her!—I—don't you—can stay with her!"—and, like a cannon-ball, his huge fist took Hinchcliffe in the jaw, and laid him, limp and motionless, amongst the tiger-ferns.

"I couldn't drop across him!" the skipper said. "On his own head be it—we daren't hang on here any longer. Shove off—and pull like blazes!"

The surf was rising to their teeth already, but with a wailing they got through, and, with the dingy in tow, pulled, plunging into to where the *Romany Lass*, with her head-balls thundering loose, was matching victoriously at her up-and-down cable. Then again the windlass clanked, all Hinchcliffe—dead and dizz—caught the familiar sound. "Good God!" he cried, and rushed stumbling down to the beach. The schooner's canvas was a loosening smudge upon the last of daylight.

He was left!

"Went ashore against my orders!" Spragg told his own tale. And it came on him as he came from the sea, and he had to get the schooner off-shore before it landed round to the eastward. Which it did before mornin', and kept there—a gale on a half—for three solid days. And then we was well ashore of Sumbawa."

"Dear me!" said the smooth-shaven sealer partner. "And that, Captain Spragg, was how far to the westward?"

"Six hundred miles, gentlemen—every yard of it!"

"Dear me! dear me! So, you see, Mr. Hinchcliffe, there was absolutely no help for it. It was, if I may say so, the—ah!—the finger of God!"

With which story old Hinchcliffe had to rest content, until—years after the variegated Spragg was comfortably ensconced in Davy Jones' locker—a half-savage white man, who had been picked up at the Malawatties—and who was Francis Hinchcliffe—brought with him to Singapore the version which—taken with reason, and circulated by William Grogan, mariner—has been hitherto presented. "Alec-Montgomery," is Sydney Smith's

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ROBERT LOVE, Manager, S. RICH, General Agent. Hongkong, 3rd November 1894. [1145]

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CHRISTMAS CARDS. LATEST DESIGNS. GREAT VARIETIES. Hongkong, 3rd November, 1894. [1151]

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THE MANAGER, Royal Stag Hotel, Hongkong, 3rd November, 1894. [1148]

HONGKONG VOLUNTEER CORPS.

ORDERS FOR THE WEEK ENDING 10th NOVEMBER, 1894.

No. 137.—DRILLS F.R.—MONDAY, at 8 P.M.—FRIDAY at 9 P.M.: TRAINED VOLUNTEERS 64 pr. Gun Drill—RECRUITS Squad and 7 pr. Gun Drill—(Plain Clothes).—SATURDAY—RECRUITS COURSE OF MUSKETRY—Members who were unable to fire last season should take advantage of this opportunity—FREE AMMUNITION—(Uniform—Serge Trousers, White Frocks & Hosiery)—Master at Arms' Room at 11 P.M. and March to Wharf—KOWLOON DETACHMENT can join on Range.

SIGNALING & AMBULANCE CLASSES as usual.

No. 138.—KOWLOON DETACHMENT—Squad Drill and 7 pr. Gun Drill at usual hours. No. 139.—E.B.—For day—Lieut. DENISON and Sergeant HARVEY.

No. 140.—M.C.—DRILLS—MONDAY, at 7 P.M.—Squad; at 9 P.M. Gun. TUESDAY, at 7 A.M. Musketry; at 9 P.M. Squad; at 11 P.M. Gun. WEDNESDAY, at 7 A.M. Gun; at 9 P.M. Company—THURSDAY, at 7 A.M. Squad; at 9 P.M. Musketry—FRIDAY, at 7 A.M. Gun; at 9 P.M. Squad—SATURDAY, at 7 A.M. Squad at 9 P.M. Gun.

No. 141.—GENERAL Squad Drill will be held on WEDNESDAY, at 9 P.M., to enable Members to complete their number of these DRILLS; they will not count for PRIZES.

AMBULANCE CLASS on WEDNESDAY, at 6 P.M.

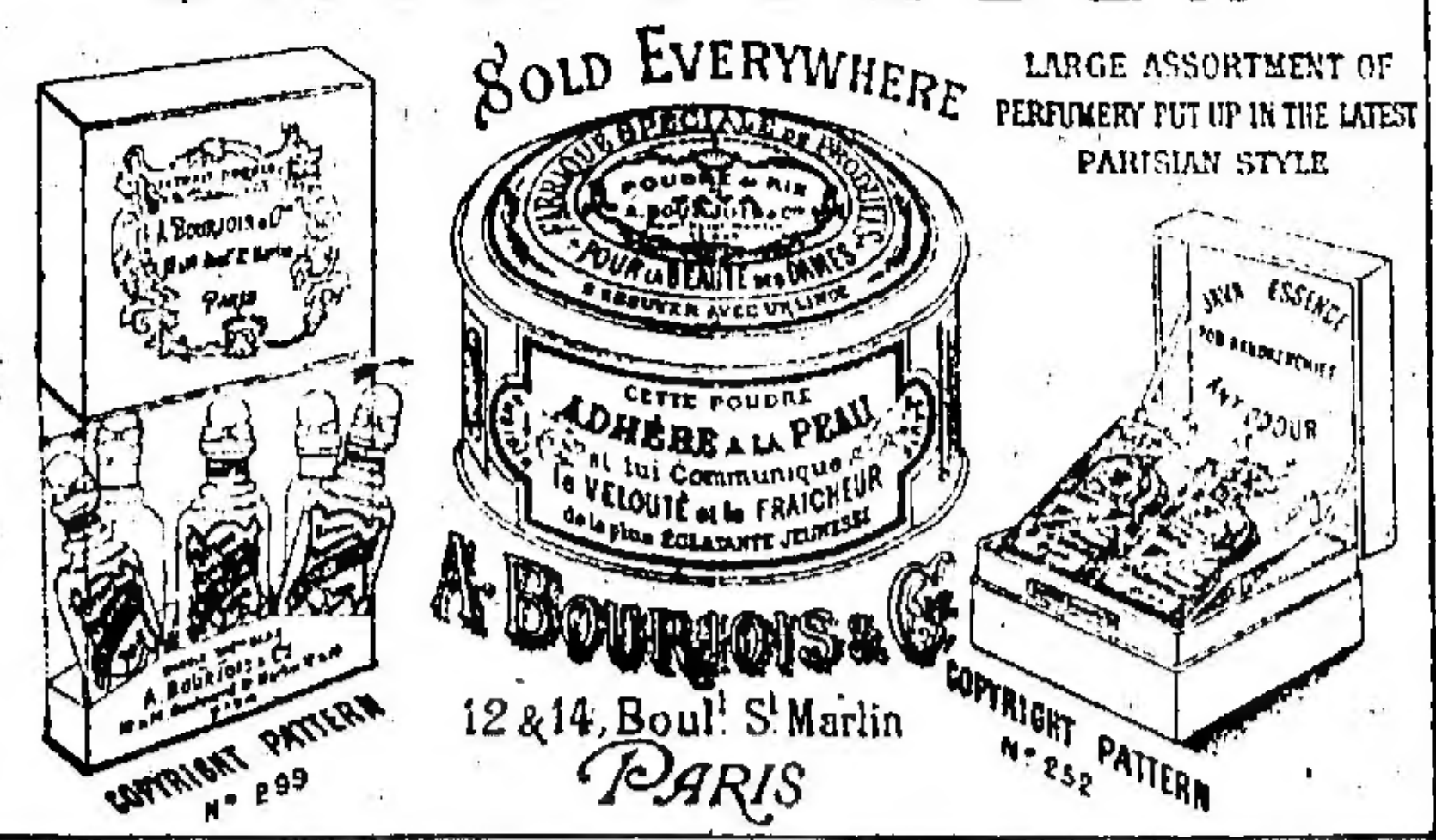
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Hongkong, 3rd November, 1894. [1154]

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 H. G. Lee & Co., Limited—\$4 per share, sellers.
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 Limited—\$1.60 per share, sales and buyers.
 Hongkong Gas Company—\$125 per share, buyers.
 Hongkong Ice Company—\$28 per share, sellers.
 Hongkong and China Bakery Company, Limited
 \$40 per share, sellers.
 The Hongkong Brick and Cement Co., Limited—
 \$4 per share, sellers.
 The Green Island Electric Co.—\$5, buyers.
 The Hongkong Electric Light Co., Limited—
 \$1.10, buyers.
 The Hongkong High-Level Tramway Co.,
 Limited—\$20, buyers.
 Campbell, Moore & Co., Ltd.—\$2 per share.

EXCHANGE.
 On London—Bank, T. T.2/11
 Bank Bills, on demand2/11
 Bank Bills, at 4 months' sight2/11
 Credits at 4 months' sight2/3
 Documentary Bills, at 4 months'
 sight2/2 1/2
 On Paris—
 Bank Bills, on demand2.67
 Credits, at 4 months' sight2.73
 On India—
 T. T.191 1/2
 On Demand192
 On Shanghai—
 Bank, T. T.7 1/2
 Private, to have sight7 1/2
 Sovereigns (Bank's buying rate)89.20
 Silver (per oz.)29 1/2

VISITORS AT THE HONGKONG HOTEL.

Mr. and Mrs. Balbas.
 Mr. C. S. B. off.
 Rev. S. A. Bayce, M.A.
 Mr. W. Blayney.
 Mr. F. Hornemann.
 Miss M. Burck.
 Mr. C. B. B. off.
 Miss E. S. Burne.
 Capt. and Mrs. Combe
 and child.
 Miss E. R. Cottrell.
 Captain R. Crawford.
 Miss C. L. Darron.
 Mr. R. H. Douglas.
 Mr. W. A. Duff.
 Mr. C. N. Edman.
 Mr. and Mrs. Everson.
 Mr. G. Fenwick.
 Mr. O. K. Freeman.
 Miss Gallacher.
 Mr. B. T. Goepfert.
 Mr. L. Grueser.
 Mr. T. Guignard.
 Mr. C. H. S. Harris.
 Mr. J. J. Kilian.
 Mr. J. Kinghorn.
 Mr. F. S. Lee.
 Mr. J. Lopez.
 Mr. R. Love.
 Mr. R. Lyall.
 Mr. H. MacCallum.
 Mr. J. McCallum.
 Mr. T. Mitchell.
 Mr. W. Parfitt.
 Mr. G. Robinson.
 Mr. M. Le Roux.
 Mr. R. E. Rye.
 Mr. H. A. S. Safford.
 Dr. H. Schroder.
 Mr. F. E. Shean.
 Mr. R. Steyman.
 Miss A. Smith.
 Miss M. A. Terry.
 Mr. W. Taylor.
 Mr. H. A. S. Thompson.
 Mrs. M. E. Vanderpool.
 Mr. F. Whalley.
 Mr. W. Whalley.
 Mr. K. Wilcox.
 Mr. E. Wilson.
 Mr. J. W. Wrayley.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. M. G. Allen.
 Mr. J. G. Buckle.
 Mr. J. A. E. Chaudet.
 Miss Coe.
 Mr. H. Cromble.
 Mr. R. P. Dipple.
 Mr. J. P. Dowling.
 Mr. D. Farquharson.
 Mr. J. Hansen.
 Mr. W. S. Houston.
 Mr. Geo. Holmes.
 Mrs. G. Holmes.
 Mr. J. E. Macrae.
 Mr. Morton Jones.
 Mr. Medhurst.
 Capt. and Mrs. Moore.
 Mr. C. Nielsen.
 Mr. and Mrs. Sampson.
 Mr. Sandilands.
 Mr. and Mrs. Sanson.
 Mr. F. H. Slaghek.
 Mr. and Mrs. A. Findlay.
 Smith and family.
 Capt. and Mrs. Stokham.
 Mr. A. G. Stokes.
 Rev. and Mrs. Vallage.
 Capt. Geo. Vivasanos.
 Mrs. H. Wilson.

MAILS EXPECTED.

THE ENGLISH MAIL.
 The P. & O. S. N. Co's steamer *Rohilla*, with
 the outward English mail, left Singapore on the
 28th ultimo, and may be expected here to-day.

THE AMERICAN MAIL.
 The O. & O. S. S. Co's steamer *Galle*, with
 mails, &c., from San Francisco on the 16th
 ultimo, leaves Yokohama on the 5th instant, at
 daylight for Nagasaki, and may be expected
 here on the 9th.

The P. & O. S. S. Co's steamer *City of Peking*,
 with mails, &c., left San Francisco for this port,
 via Yokohama and Nagasaki, on the 25th ulto.

NORTHERN PACIFIC MAIL.
 The Northern Pacific Steamship Co's steamer
Victoria, from Tacoma, left Yokohama for Kobe
 on the 20th ultimo.

THE CANADIAN MAIL.
 The Canadian Pacific Railway Co's steamer
Empress of India, from Vancouver on the 15th
 ultimo, left Nagasaki on the 1st instant at 4 p.m.
 for Shanghai and Hongkong.

THE AUSTRALIAN MAIL.
 The E. & A. Steamship Co's steamer
Catterthorn, from Australia, left Port Darwin on
 the 26th ultimo, and may be expected here on
 the 5th instant.

THE INDIAN MAIL.
 The Indo-China steamer *Chalydra*, from
 Calcutta to Penang, left Singapore on the 30th
 ultimo at 6 p.m., and may be expected here on
 the 6th instant.

STEAMERS EXPECTED.

The steamer *Orono* left Singapore on the 24th
 ultimo, and may be expected here to-day.
 The D. D. R. steamer *Frigate*, from Hamburg,
 left Singapore on the afternoon of the 26th ulto.,
 and may be expected here to-day.

The P. & O. S. N. Co's steamer *Canton* left
 London for this port on the 29th ultimo.
 The P. & O. S. N. Co's steamer *Shanghai* left
 London for this port on the 14th ultimo.

The P. & O. S. N. Co's steamer *Formosa* left
 London for this port on the 28th ultimo.

Shipping.

ARRIVALS.
 HAILONG, British steamer, 783, J. Roach, and
 November—Poonchow 31st October, and
 Amoy 1st November, General—D. Lapralik
& Co.

TAKSANG, British steamer, 977, W. H. Freeman,
 and Nov.—Chinkiang 29th October, Rice
 and General—Jardine, Matheson & Co.

TAMARIND, Norwegian steamer, 826, Castberg,
 2nd November—Newchwang, and Chiofo
 27th Oct., Beans—Chiofo.

PROGRESS, German steamer, 687, J. Jensen, and
 Nov.—Hobow 30th October, and Pakhoi
 1st Nov., General—Stensen & Co.

AEOLUS, British steamer, 1970, Captain R. S.
 Grooms, 3rd November—Singapore 28th
 October.

PRISM, British steamer, 1,803, C. Jackson, 3rd
 Nov.—Liverpool 22nd Sept., and Singapore
 26th October, General—Doddwell, Carill &
 Co.

THALES, British steamer, 820, H. Bathurst, 3rd
 Nov.—Taiwan 31st Oct., Amoy 1st Nov.,
 and Swatow 2nd, General—D. Lapralik
& Co.

DORIS, German steamer, 761, Petersen, 3rd
 November—Canton 3rd Nov., General—
 Weller & Co.

PRIVAN, German steamer, 913, R. Kohler, 3rd
 Nov.—Canton 3rd November, General—
 Stensen & Co.

LOKSANG, British steamer, 978, N. Montar, 3rd
 Nov.—Canton 3rd November, General—
 Jardine, Matheson & Co.

RHEINGOLD, German steamer, 650, W. Bahls,
 3rd Nov.—Canton 3rd Nov., General—
 Laus, Wegener & Co.

AMOY, German steamer, 663, W. Wulff, 3rd
 Nov.—Canton 3rd November, General—
 Ed. Schellhass & Co.

LATHRO, Italian bark, 793, B. Catrogne, 3rd
 Nov.—Callao 23rd August, Sepanwood—
 D. Musso & Co.

HANOI, French steamer, 739, T. V. Chodiko,
 3rd November—Haiphong 30th Oct., and
 Holhow 2nd Nov., Rice and General—A.
 R. Marty.

CLEARANCES AT THE HARBOUR OFFICE.
Deutero, German steamer, for Newchwang.
Amigo, German steamer, for Newchwang.
Trifol, German steamer, for Singapore, &c.
Priam, British steamer, for Amoy, &c.
Riverside, British steamer, for Shanghai.
Lothian, British steamer, for Singapore, &c.
Afax, British steamer, for Singapore, &c.
Bermida, Italian steamer, for Singapore, &c.
Fokien, British steamer, for Swatow, &c.
Choufa, British steamer, for Singapore, &c.
Rheingold, German steamer, for Newchwang.
Doris, German steamer, for Newchwang.

DEPARTURES.
 November 2, *Brundhild*, German steamer, for
 Canton.
 November 3, *Nanyang*, German steamer, for
 Canton.
 November 3, *Fidelle*, German steamer, for
 Newchwang.
 November 2, *Caladontes*, French steamer, for
 Shanghai, &c.
 November 3, *Pallas*, British str., for Nagasaki.
 November 3, *China*, German str., for Saigon.
 November 3, *Bermida*, Italian str., for Singa-
 pore and Bombay.
 November 3, *Choufa*, British str., for Singapore
 and Bangkok.
 November 3, *Trifol*, German str., for Singapore
 and Mauritius.
 November 3, *Afax*, British steamer, for Singa-
 pore, &c.
 November 3, *Amigo*, German steamer, for
 Newchwang.
 November 3, *Deutero*, German steamer, for
 Newchwang.
 November 3, *Rheingold*, German steamer, for
 Moji.

PASSENGERS—ARRIVED.
 Per *Hailong*, from Poonchow, &c.—1 European
 and 43 Chinese.
 Per *Progress*, from Holhow, &c.—71 Chinese.
 Per *Priam*, from Liverpool, &c.—Mrs. Fergu-
 son, 2 children and smah, Mrs. McCracken,
 Miss Walter, Miss Parkinson, Mr. Merriall, and
 Or Chinese.
 Per *Thales*, from Taiwan, &c.—Messrs. H.
 E. Wadman, L. Grunser, and 104 Chinese.
 Per *Hanoi*, from Haiphong, &c.—60 Chinese.

REPORTS.
 The British steamer *Choufa* reports that she
 left Singapore on the 25th ultimo, and had strong
 north-east monsoon from Singapore.

The British steamer *Taksang* reports that she
 left Chinkiang on the 29th ultimo, and had
 strong north-east monsoon and high sea, with
 sea clear weather.

The French steamer *Hanoi* reports that she
 left Haiphong on the 30th ultimo, and Holhow
 on the 2nd instant, and had very strong monsoon in
 the Gulf of Tonkin. In the China Sea had clear
 weather.

The British steamer *Priam* reports that she
 left Liverpool on the 22nd September, and Singa-
 pore on the 26th ultimo; from latter port to Polo
 Spatu had fine weather. Strong gale and heavy
 rain to the Farallies; thence to Hongkong had
 fresh monsoon.

The British steamer *Thales* reports that she
 left Taiwan on the 31st ultimo, and had very
 strong monsoon and high cross sea. Left Amoy
 on the 1st instant, and had moderate breeze
 and sea, with fine weather. Left Swatow on the
 2nd, and had moderate morosca and smooth sea
 to port.

The British steamer *Hailong* reports that she
 left Foochow on the 31st ultimo, and had
 strong north-east monsoon and high following
 sea to Amoy. Left Amoy on the 1st instant, and
 had strong north-east monsoon and following sea
 to Lemmoo; thence had moderate winds and
 fine pleasant weather to port. In Amoy the
 steamer *Empress of China*, *Thales*, *Ber-
 lemond*, and *Nanyang*.

Post Office.

A MAIL WILL CLUSE.
 For Canton.—Per *Fathian* to-morrow, the 4th
 instant, at 9 A.M.
 For Swatow and Dell.—Per *Tatchong* on
 Monday, the 5th instant, at 11.30 A.M.
 For Shanghai.—Per *Peking* on Monday, the
 5th instant, at 3.30 P.M.
 For Shanghai.—Per *Priam* on Monday, the
 5th instant, at 3.40 P.M.

SHIPPING IN HONGKONG.
STEAMERS.
 AGNES, French steamer, 300, Geo. R. Stevens.
 ARKATON, APCAL, British steamer, 1,392, J.
 E. Hansen, 31st Oct.—Calcutta 31st Oct.
 Penang 20th, and Singapore 23rd, Oplum
 and General—D. Sanson, Sons & Co.
 ARK, Danish steamer, 591, N. C. Reysbeck,
 1st November—Haiphong 29th October,
 and Holhow 31st, Rice—Arnhold, Karberg
& Co.

BENLID, British steamer, 1,441, Farquhar, and
 Nov.—London, and Singapore 25th Oct.,
 General—Gibb, Livingston & Co.
 BREMA, German steamer, 1,842, Ch. Hassel-
 mann, 28th Oct.—Samarang 18th October,
 Sngar—Order.

CITY OF RIO DE JANEIRO, American steamer,
 3,548, J. F. Smith, 29th Oct.—San Fran-
 cisco 4th Oct., Yokohama 23rd, and Naga-
 saki 26th, Mails and General—P. M. S.
 S. Co.

EMERALDA, British steamer, 966, G. A. Taylor,
 2nd November—Manila 30th Oct., General.
 —Shaw & Co.

FOKLEN, British steamer, 509, W. J. Davis, 1st
 Nov.—Tamsui 29th October, Amoy 30th,
 and Swatow 31st, General—D. Lapralik
& Co.

HATAM, British steamer, 1,283, F. D. Goddard,
 31st Oct.—Meji (Japan), 27th Oct., Coal—
 D. Lapralik & Co.

LYDERBORN, Norwegian steamer, 3,014, B. Ham-
 merling, and November—Japan 28th Oct.,
 Coal—Mitsui Bussan Kaisha.

PERA CHULA CHOM KLAO, British steamer,
 1,012, J. A. Morris, 2nd Nov.—Bangkok
 23rd October, and Koh-sichang 25th, Rice
 and General—Yuen Fat Hong.

PICCOLA, German steamer, 875, E. Haas, 28th
 October—Saloon 31st October, Rice—Mel-
 chers & Co.

RIO, German steamer, 1,109, C. H. Davidson,
 1st November—Saloon 6th Sept., Rice—
 Weller & Co.

RIVERDALE, British steamer, 1,311, Ed. Peck,
 1st November—Nagasaki 27th October,
 Coals—Mitsui Bussan Kaisha.

TAI-CHONG, German steamer, 828, F. Duhme,
 31st October—Dell, and Swatow 30th Oct.,
 General—Meyer & Co.

VICTORIA, British steamer, 1,929, John Fanton,
 1st Nov.—2nd October, Japan 28th Oct.,
 Victoria B.C., 2nd, Yokohama 31st, Kobe
 23rd, and Moji 24th, General—Doddwell,
 Carill & Co.

SAILING VESSELS.
 AMY TURNER, American bark, 913, Warren, and
 October—Honolulu 24th August, Kerosene
 Oil—Order.

BARCOE, British ship, 2,041, Lee, 7th October,
 Cardiff 12th June, Coals—Order.

CALES CURTIS, American schooner, 35, Brake,
 1st June—Yap (Caroline Islands) 29th
 May, General—Order.

LELLAN, Russian ship, 1,609, E. E. Robling,
 13th Sept.—New York 31st April,
 Petroleum—Order.

LIMA, German bark, 451, Albrecht, 13th August,
 Albany (W.A.), 13th June, Sandalwood—
 Jardine, Matheson & Co.

SOUVERAIN, American ship, 2,528, Sewall,
 10th July—New York 28th March, Kerosene
 Oil—Reuter, Brockmann & Co.

VICTORY, British ship, 491, R. Martin, 24th
 October—Honolulu 15th Sept., General—
 Chinese.

WM. H. SMITH, American ship, 1,008, B. B.
 Brown, 26th October—Amoy 24th October,
 Tea—Reuter, Brockmann & Co.

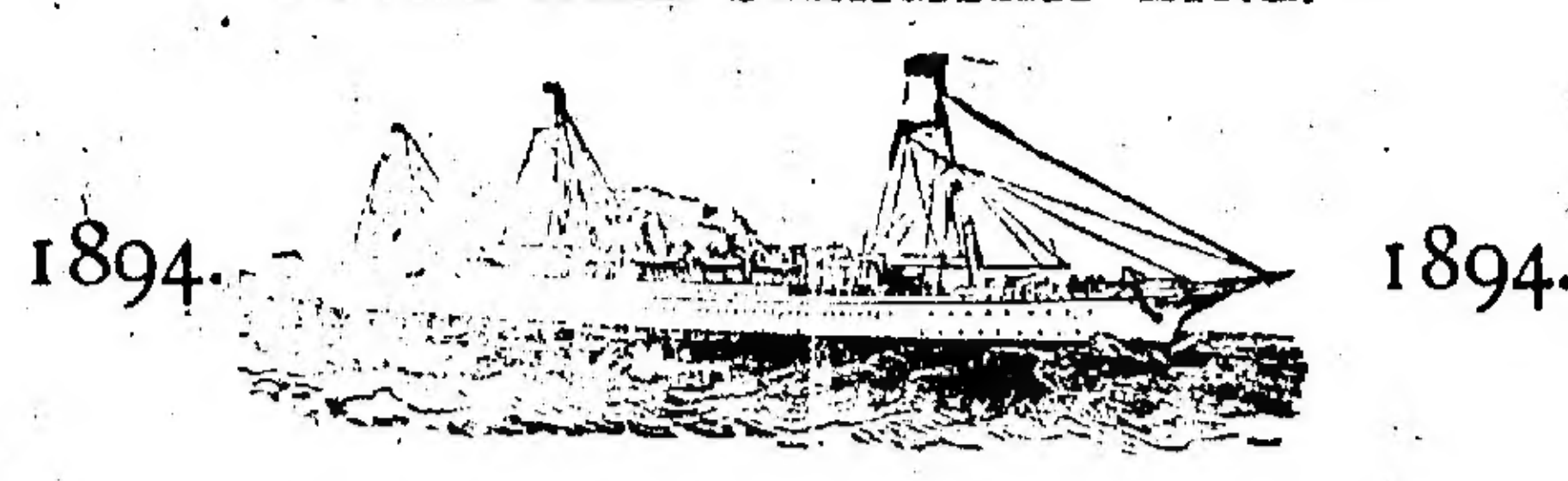
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TO BE LET.
 NO. 5, WILD DELL BUILDINGS
 (Furnished or Unfurnished). Five Good
 Rooms situated in the best part of the building.
 Apply to
 HUMPHREYS ESTATE AND
 FINANCE CO., LD.
 Hongkong, 9th March, 1894. [130]

TO LET.
 DWELLING HOUSES—
 "HIGHCLERE," at MAGADINE GAP.
 No. 1, RIFON TERRACE.
 No. 5, OLD RAILY.
 No. 6, CHANCERY LANE.
 A HOUSE IN WEST END TERRACE,
 BOWHAM ROAD.
 FLOORS IN BLUE BUILDINGS,
 FLOORS IN ELGIN STREET, FREE
 STREET AND STATION STREET.
 FLOORS IN No. 1, SHELLEY STREET.
 GODOWNS—
 BLUE BUILDINGS.
 No. 74, PRAYA CENTRAL.
 Apply to
 THE HONGKONG LAND INVESTMENT
 & AGENCY CO., LD.
 Hongkong, 10th October, 1894. [131]

TO LET.
 NO. 7, SEYMOUR TERRACE.
 OFFICES IN VICTORIA BUILDINGS.
 A HOUSE IN WEST END TERRACE,
 BOWHAM ROAD.
 DAVID HARRISON, SOHS & Co.
 Hongkong, 2nd October, 1894. [132]

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
 AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
 Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 28th November.
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R....WEDNESDAY, 26th December.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 23rd January, '95.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
 JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL
 TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent
 FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
 made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
 passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return
 tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
 SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
 Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
 Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia,
 via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months,
 £190.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS,
 (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS
 (the Company having received the highest award for same at recent Chicago World's Exhibition)
 and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
 Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by
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For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
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U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea & Yokohama).....Wednesday, 7th Nov., at Daylight.

City of Peking (via Nagasaki, Kobe, Inland Sea & Yokohama).....Wednesday, 28th Nov., at Daylight.

China (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....Wednesday, 12th Dec., at Daylight.

THE U. S. Mail Steamship
 "CITY OF RIO DE JANEIRO"
 will be despatched for SAN FRANCISCO, via
 NAGASAKI, KOBE, INLAND SEA AND
 YOKOHAMA, on WEDNESDAY, the 7th Nov.,
 at Daylight, taking Passengers and Freight to
 Japan, the United States, and Europe.

Steamers of this line pass through the IN-
 LAND SEA OF JAPAN, and call at Honolulu,
 and passengers are allowed to break their
 journey at any point en route.

Through Passage Tickets granted to England,
 France, and Germany by all trans-Atlantic lines
 of Steamers, and to the principal cities of the
 United States or Canada. Rates may be
 obtained on application.

Passengers holding through ORDERS TO
 EUROPE have the choice of Overland Rail
 Routes from San Francisco, including the
 SOUTHERN PACIFIC, CENTRAL PACIFIC,
 UNION PACIFIC, DENVER and RIO
 GRANDE, and NORTHERN PACIFIC RAIL-
 WAY on payment of \$10 Gold in addition to
 the regular tariff rate.

Passengers holding Orders FOR OVERLAND
 CITIES in the United States have, between
 SAN FRANCISCO and CHICAGO, the option